

Crossfield Chronicle

VOLUME II — No. 45

CROSSFIELD, ALBERTA — FRIDAY, DECEMBER 8th, 1944

\$1.50 a Year



COUNCIL MEETINGS

The regular monthly meeting of the Village Council will be held in the FIRE HALL on the First Monday of each month commencing at 8:00 p.m.

HAVE THE BEST...
Home Cooked Meals AWAY FROM HOME

Joe's Coffee Shops
THE BUSY SPOT
ON THE HIGHWAY
OPEN DAY AND NIGHT
• EXCEPT SUNDAY

THE WHITE LUNCH
ON MAIN STREET
Open Daily from 7:00 a.m. to 11:00 p.m.
Joe and Edith Kurtz,

GIFT Suggestions

Perfumes
Toilet Sets
Toilet Waters
Shaving Sets
Fancy Soap
Cutex and Peggy Sage
Manicure Sets
Books—For Young and Old.
Stationery
Billfolds
Pipes
Fountain Pens
Games and Toys

Christmas Cards in a wide range of kinds and prices
Tags - Seals - Ribbons - and Christmas Paper to brighten your parcels.

Edlund's Drug Store
THE REXALL STORE
Crossfield, Alta.
Phone 3

Town Council Hold Busy Session

The regular monthly meeting of the Village Council held on Monday last was very well attended. The Skating Rink Committee of last year and its chairman, Earl Dennis, was re-appointed, and Julius Newmaster was hired as caretaker. A set of rules for the conduct of the rink were adopted. These will be posted in the rink and the caretaker has orders to see that they are enforced.

An offer of the Mountain View M. D. to build the Fair Grounds to the Village was accepted, and this piece of land is now secured for the use of the community for ever and a day.

A letter from the Supt. of the B. C. M. Police stated that although they could not undertake to police the Village, the Department would act in case of any breach of the law.

Considerable discussion took place regarding the requisition of the Garage by the Department, the opinion being that the taxes would have to be increased to meet this demand.

The Secretary was appointed delegate to attend the annual Bus Division meeting to be held at Aldridge on Dec. 14th.

J. C. Mooney the Sanitary Inspector was in attendance to attend to a complaint regarding the toilets at the Highway Garage, and he is to investigate this.

The Ladies Aid was invited to extend very sincere thanks to each and everyone for their kind donations and help. This bazaar could never have been the success which it was if everyone had not given so much of their time in sewing, crocheting, tatting, etc. The articles for the sale were beautifully made and we realize the time spent on them. We thank you all and every member of the Ladies Aid to each and everyone of you we say many, many thanks.

THANKS

Mr. and Mrs. C. C. Stafford and family wish to thank all their friends for their kind words, gifts and well wishes bestowed on them on the occasion of their golden wedding anniversary.

IN MEMORIAM

BORN—TO Mr. and Mrs. John English on December 4, 1944, a son in the Grace Maternity Home, Calgary.

WELLS. In loving memory of Emily (Ginn) Wells, who passed away December 16th, 1943.

Nothing can take away.

The love a heart holds dear.

Fond memories still.

Rememberance keeps him near.

Ever remembered by Leila, Elmer and family.

SAVE MORE COAL

And be more comfortable at the same time by equipping your home with Storm Sash on every window. We have a good stock on hand, and can get any size you need—it will take a little time so order early.

Atlas Lumber Co. Ltd.
H. R. Fitzpatrick
Crossfield, Alta.

Cream Separators

Are again available without permits.

We have on hand and can supply immediately the popular 500 and 750 pound machines.

Of course they are INTERNATIONALS.

William Laut
The International Man

Telephone No. 9 : Crossfield, Alberta.

CROSSFIELD, ALBERTA — FRIDAY, DECEMBER 8th, 1944

FRIDAY, DECEMBER 8th,

ASK FOR
AND DEMAND



I Am Your Newspaper

THERE APPEARED in the Publishers' Auxiliary of November 4th last, an editorial written by Carl R. Miller for his own paper, the Willacy County Chronicle. The issue for which this editorial was written was calling attention to the Annual Observance of Newspaper Week and contains so much of interest to our own Canadian Weekly Newspaper Publishers that we are taking the liberty of placing it on record for the benefit of both publishers and readers. The editorial follows:

This week throughout the nation I am one among a group of some 9,000 newspaperers calling your attention to the annual observance of Newspaper Week.

As to being a big newspaper, boasting of big-name columnists or big-town syndicated features, I lay no claim. A small county in the Rio Grande valley, Willacy county with its 14,000 people, lays no claim to being a big community.

But 62 weeks ending October 1 this year I have brought you a total of 61,000 square inches of news about you, your family and your friends in and around Willacy county. This represents approximately the equivalent of six and a half Sunday issues of the Daily News, or eight and a half weeks of the paper you buy, and carried the news of over a thousand people you know, many of whom are your neighbors.

I have printed more than 200 pictures of Willacy county men and women serving in the army, navy and marines on the battlefields of the world. I have given you news and reprinted news from battle fronts in the army camps and naval bases, on the invasion fronts in Europe and the Pacific.

When the shocking news came from the War Department that Capt. Otto Taxis had been shot down over the English Channel, while S-Sgt. Charlie Knowles lost his life during a raid over Berlin, when Pfc. Jose Rosales died from wounds received on the Italian front, you read about it in my columns. You read about the awards of the Distinguished Flying Cross, the Purple Heart and other decorations to our gallant boys.

You read about the women who have carried their symbolic wings; the day they were promoted to privates first class; the day they became colonels and majors.

Here on the front page in my columns you read about what the folks in Latin America, San Pedro and Lasara were doing each week. You learned who attended the Pinkerton Club blue sweater, what was served at the meeting of the Stillman Tract Home Demonstration club, who had charge of the program of the Stud club, how many new recruits were signed up during the week, who preached at the Baptist church last Sunday. Each week on my editorial page you learned what the editor thought about things that concern Willacy county folks. You also read what other valley editors were writing.

And the reader who has learned what local merchants had merchandise or other services to offer thereby saving you valuable time and vital tires and gasoline in your weekly routine of war-time shopping. You scanned carefully for news of what was playing at the local movie theaters. The top war news item was the latest serial.

So on, through my pages until you read in the Trading Post that Mrs. E. V. Crowell's milk cow had strayed away from home.

I am your hometown newspaper. Each week I record the sentiments of the public, the aims and ambitions of the American community. Each week I am your historian, reflecting for posterity the simple things you do, the noble things you perform, the homes you are building, the sons and daughters you are raising—the America that you are.

As long as there is a United States as we now know it, as long as we continue to raise valiant, unafraid men as we are doing today, as long as more than 55 per cent of the population of these United States are country people, like the people I now serve, we the 9,000 country people, will stand the length and breadth of the land, will continue to serve you.

Proudly I say, "I am your newspaper!"—Carl R. Miller in the Willacy County Chronicle, Raymonville, Texas.

We think the time has come for all our editors to stress the value of their own weekly newspaper, setting forth what it means to their community. It has been the experience of many publishers that the war has made the people acutely conscious of the value and importance of their weekly newspaper and that it is the most important channel of news and by the command and attitude of the public in general. Weekly newspapers have awakened to the fact that nowhere else than in their weekly paper can they read news concerning themselves and their townfolk. This is important to them because nearly every family has some story with a war angle. We must not forget too, those who have gone out to larger centres in these war days, but who never forget their home ties and look forward eagerly to the next issue of the home paper. This evidence of confidence and appreciation brings its own responsibilities, which is that the weekly paper must be kept on a high level of attractiveness. The editor intends doing his part and if readers ready to his support there is bound to emerge from this co-operation a better weekly newspaper and a more enlightened community.

AWAITING JUSTICE

The Belgian News Agency says that about 60,000 persons are being held in prisons and internment camps in Belgium to "await justice." Forty-five commissions have been appointed to advise the Minister of Justice on the possible release or trial of the prisoners.

It has been estimated that the temperature of the center of the sun is not more than 180,000,000 degrees Fahrenheit.



This 20-page booklet
every woman will want...

The new Kellogg's "Weight Control Plan" packed inside the top of every package of Kellogg's All-Bran cereal will tell you just what side natural regularity. Get your copy at your grocer's now.

Is Being Tested

Stratocruiser Sold To Have Operating Range Of 3,500 Miles

A military transport version of the B-29, with the speed, range and high-altitude performance of the Superfortress, is undergoing tests, it was disclosed at Washington in an announcement by the Boeing Aircraft Company of a "stratocruiser" for post-war production.

The transport, the announcement said, will have these features:

A maximum capacity of 100 passengers, a range of 3,500 miles, a top speed of 400 miles an hour, with a cruising speed of 340; a ceiling of 30,000 feet, with a pressurized cabin keeping atmospheric conditions equivalent to those of 8,000; powered with four engines with a maximum of 3,500 horsepower each; an operating range of 3,500 miles, providing non-stop New York-to-London or transcontinental flights.

PRaise For WOMEN

Sir Robert Watson-Watt, credited with being chiefly responsible for developing radar navigation devices of the women of England possessed the patience, tact and infinite diligence required to operate radar, which won the Battle of Britain.

You will find the new Kellogg's "Weight Control Plan" packed inside the top of every package of Kellogg's All-Bran cereal. Get this side natural regularity. Get your copy at your grocer's now.

The history of the famous Kohinoor diamond can be traced back to the year 1304.

Price Control And Rationing Information

Q.—My son is now in the Armed Forces. Must I send in his No. 4 ration book as well as his No. 5 book or may I keep a few coupons for when he comes home on week-ends? A.—Your ration books are the name of a member of the Armed Forces must be surrendered to his unit when he reports for duty. Your son will be provided with a unit with its Application for Ration Card for members of the Armed Forces or a Ration Card when coming home for 48 hours or longer.

Q.—I read the other day that growers could deliver orders under one dollar. Yet, when I ordered 25c worth of sugar my carrier said he couldn't deliver it. Can I refuse to make such a delivery?

A.—Yes, while the backlog is the reason, you can refuse to make such a delivery.

Q.—I find that I will not be using my remaining canned sugar coupons as the fruit season is about over. Are there any value or should I destroy them?

A.—Canning sugar coupons which are not required should be destroyed. However, they can be used to purchase sugar for canning or be exchanged for preserves coupons at the Local Ration Board.

Q.—I am thinking of selling my tractor now and buying a new one in the spring. Must I obtain a permit to sell my tractor or will I be entitled to make application to buy a new one?

A.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—By all means. If you do not receive or make a complaint as to size, quality or quantity of the garment, attach the label in order to trace the article and to check as to your complaint.

Please send your questions or your request for the pamphlet "Consumers' News" or the Blue Book in which you keep track of your ceiling prices. Address the Bureau of Consumer Protection, 12th Street and F Street, N.W., Washington, D.C. 20585, for 20 cents.

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—By all means. If you do not receive or make a complaint as to size, quality or quantity of the garment, attach the label in order to trace the article and to check as to your complaint.

Please send your questions or your request for the pamphlet "Consumers' News" or the Blue Book in which you keep track of your ceiling prices. Address the Bureau of Consumer Protection, 12th Street and F Street, N.W., Washington, D.C. 20585, for 20 cents.

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

A.—Yes, you must obtain a permit to sell your tractor or will I be entitled to make application to buy a new one?

Q.—When buying clothes should I keep the new Wartime Prices and Trade Board label that I see on so many garments that I purchase these days?

ABOUT BUDAPEST

Story Of How This Ancient City Was Founded

For hundreds of years the twin cities of Buda and Pest on opposite banks of the winding Danube were rival communities. Buda, on the heights of the rocky bank overlooking the vast plains of her sister city, was chosen as Hungary's capital, while Pest, with the advantage of trade, developed into a thriving commercial city. Not until the latter half century did the two cities unite to form Hungary's capital and largest city.

Budapest stems from an early Roman settlement, which fell in the year 376. But between that date and the invasion of the Magyars in the 9th century, history is strangely silent. In the 13th century Pest was destroyed by the Mongols but rebuilt by Buda's founder, King Bela IV. A century later Buda assumed the administrative duties of the capital city.

To both cities the early influx of western crusaders lent a cosmopolitan atmosphere.

The location at the crossroads of east and west drew Flemish and Viennese merchants to Pest; French masons and Italian artists to Buda. Each city sought to surpass its rival, but meanwhile both grew and prospered.

Hospitalities were renewed when both cities were captured by the Turks in the 16th century. After 160 years of occupation, during which time the cities were ransacked almost to destruction, the Turkish yoke was thrown off.

At this time the spirit of rivalry was replaced by a strong nationalistic trend, evidenced by the Austrian leich with Austria in 1867. Industrial life and even intellectual opportunities were co-ordinated to the ideal of nationalism.

Under the rule of Maria Theresa and Joseph II, a rapid revival took place and in 1872 the two towns were formed into one municipality which became the political, commercial and industrial center of Hungary.

Known as one of Europe's most beautiful capitals, it is a city of fine buildings and avenues lined with bronze statues of Hungary's kings. Its phenomenal rate of growth was surpassed only by Berlin.

Before the outbreak of this war its population of over 2 million, predominantly Magyar, was engaged in the textile and chemical industries which replaced the basic occupations of milling and steel working.

—Minneapolis Star-Journal.

Aircraft Rescues

Proposal Is Made For Equitable Cost Apportionment

If internationally-operating aircraft become lost in the wide unpopulated areas of the north, the Canadian taxpayer should not have to bear the entire cost of searching for them, one of the sub-committees of the international civil aviation conference at Chicago decided.

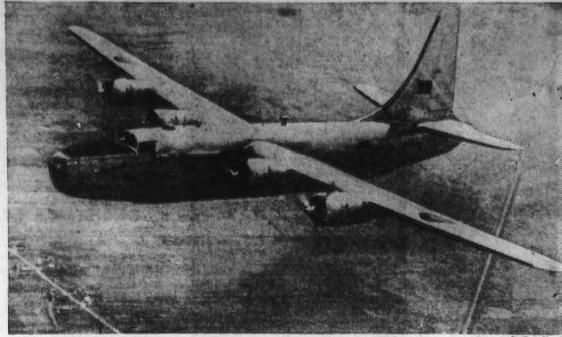
The committee's recommendation is an interesting body empowered to distribute the cost of such searches on "some equitable basis."

This was one of the results to emerge from Canadian representations which led to the creation of a sub-committee on accident investigation, search and salvage.

A sponge is the cleansed skeleton of a creature that lives attached to the sea bottom.

Distance of the moon from the earth varies as much as 30,000 miles.

What Type Of Aircraft Is This?



—R.C.A.F. Photo

You couldn't possibly know unless you were in on the secret. It is the AL 504, Royal Air Force Transport Command Liberator, so modified that it is the only one of its kind in the world. Known as a "Commando," it has logged more than 400,000 miles travelling on historical war-missions and special flights to every part of the globe and it is the most famed aircraft operating out of Canada. Recently, it inaugurated the new Canada-Australia regular air service. Some months ago the standard stabilizer fins of an orthodox Liberator were removed and a single tail, 31 feet from the ground and highest fitted to any aircraft, was substituted. Seven feet were added to the length of the aircraft to permit installation of arm chair seats, beds and an electric kichenette. As the "Commando" was unique, the photographs could not previously be published, but is now released because there is no likelihood that on future special missions the aircraft will be within range of enemy attack.

To Revive Gem Trade

Diamond Cutters Asked To Return To Holland And Belgium

Promising good working conditions, the Belgian and Dutch Consuls have invited diamond workers and merchants of their respective countries, who fled after the German invasion, to return home to continue their work.

However, the liberation of Antwerp, pre-war diamond industry centre, does not necessarily endanger Palestine's young diamond industry, because the International Diamond Syndicate in London had decided to allot a full quota to Palestine.

Nevertheless the Palestinian diamond market has slackened because of unfulfilled hopes that India would buy a considerable quantity of small stones. Other markets have also received their orders because of the expected price peace.

Belgian and Dutch diamond crafts and merchants fled to Palestine, and to America and to South American countries when the Germans invaded their homelands.

United Victory Club

Steps Being Taken To Establish Centre In London

First steps will be taken to establish a Victory Club in London for use, after the war, by all ex-service men and women of the United Nations.

A meeting was called at the Manicure House to launch an appeal for funds—probably £1,000,000 (£4,500,000).

The object is to create a great centre in the heart of the empire which will incorporate the Albany Service Club and greatly extend the work previously carried on by the Veterans' Association, now at Holborn.

This has been very popular with ex-service men since the last war, but its accommodation is totally inadequate for future needs.

In a prospectus outlining their aims and objects, the promoters say that the club will provide a permanent symbol of comradeship in war and fellowship in peace.

Priest Is Their Chaplain



This priest of the Greek Orthodox church is chaplain to a guerrilla group. He managed to get around his "parish" on the tough little pony he rides here. This particular group of patriots was credited by the British with preventing the sabotage of water and electrical supply by the Germans when the British began liberation operations.

Girl Pilot

Has Been Writing History In The Sky For Past Few Years

The American daughter of a Canadian, who has been writing history in the sky for the past few years, made history again when she was one of the first two Air Transport Auxiliary women pilots to come to Canada. Mary was the first female pilot to fly with the Royal Canadian Air Force.

Peggy isn't always the gay, carefree girl she looks. She's a young woman who knew what she wanted and worked hard to get it. Today as a ferry pilot of Spitfires, Mosquitos, Bostons and Mustangs, qualified to fly 52 types of aircraft, with 2,000 flying hours in her log book, she is one of those who prove there is a place for women in the air.

Her employer, as a member of the British air force, with a rank equivalent to flight-lieutenant, is ferrying planes from factories to airfields, from airfield to airfield, throughout the United Kingdom.

She's done even more than that, and some of the American pilots who fly fighters and bombers over Germany were taught to fly first in the United States by Peggy when she was an instructor at Dallas, Tex., and Rhode Island.

Like all women who fly, or want to fly, the sky road has been bumpy, and for a long time she had to turn her head to other careers while she struggled toward a job like the one she now does.

Her home town was Chicago, but she attended art school in Cleveland. In Cleveland she became an art teacher, but teaching wasn't much fun in Peggy's line and flying was. With just about the first money she earned, she started taking flying lessons at \$25 an hour.

"And once I started to fly, that ruined me for everything else," she said. That was in 1929, however, and when the market crashed there wasn't much money for such expensive hobbies.

Finally she got herself a job with a firm who did aeronautical research, the Smith Company, which first brought out the controllable pitch propeller. Peggy got flying lessons in tests of her company's inventions. She was in Washington doing research on the interior combustible aircraft engine in 1935 when the company went out of business.

The young girl then went to New York. Life was a bit hilly for the next few years. To keep eating Peggy modelled clothes for a Fifth Avenue shop, sold toys in a department store, demonstrated cosmetics, and went to a girl's camp as instructor in riding, tennis and golf, sports she was proficient in. Finally she ended up on Life Magazine, as reader of unsolicited manuscripts.

Her flying interfered with her work and in 1940 she found herself a post as instructor at a flying field at Providence, R.I. She became one of the best known instructors in America. She was turned down as instructor at another field, "because she wouldn't be good for the morale of the cadets," the directors told her.

She taught at Dallas, Tex., before she joined the A.T.A. Since June, 1942, she's been in England ferrying fighters and medium bombers, in all kinds of temperamental English weather.

A translation of the New Testament, published in England, uses only 850 different words.

The first broadcast of London's Big Ben was made in 1923. 2596

The Plan Worked

Clever Hoax Of Two British Generals Broke Gothic Line

Behind the 12-mile smash through the Gothic Line in Italy by the British Eighth Army which led to its collapse lies the story of a great military hoax which made the achievement possible, says British Information Service.

The plans were those of Generals Sir Harold Alexander and Sir Oliver Leese. They parallel Field Marshal Allenby's deception of the Germans and Turks in Palestine in the last war, being achieved by similar means but at much less cost.

The Eighth was switched under Kesselring's nose across the Apennine range from Florence to the Adriatic, while the Germans vainly tried to discover what was going on and stiffened their resistance without being aware of where to mass.

In this stealthy move of the Eighth Army, over 80,000 vehicles, 1,600 tanks and 1,000 guns participated, and 850,000 rounds of artillery ammunition and 12,000,000 gallons of gasoline had to be carried across Italy's spine. At the peak period 11,000 vehicles passed daily over the only two practicable roads, one of which had been so badly demolished that the engineers had to build sixty-three Bailey bridges in five days in order to make it traffic-worthy.

Went Away Down

Jap Ships Destroyed Off Leyte In Deepest Spot

Three ships that sank off Leyte and Samar had the longest possible descent to Davy Jones' locker. They sank slowly down into the deepest place on the ocean floor—the Pitmead trench. Off Mindanao, this titanic gully attains a world record in the Mindanao Deep—35,400 feet. That is deeper than Mount Everest is high.

Surigao Strait, through which the southern wing of the Japanese armada passed to threaten American transports along the beaches of Leyte, probably saw its first European sailor when Magellan discovered the Philippines on his voyage of circumnavigation. His first landfall, on March 16, 1521, was the southern point of Samar Island. He entered the archipelago and landed on Cebu. Therefore it seems likely that he passed through Surigao Strait.—Chicago Tribune.

To Carry On Work

Shadow Leaders Are Being Appointed For Nazi Power Movement

Appointment of "shadow leaders" for the postwar Nazi movement in neutral countries is now being made in Germany.

Selection is being made from men who have never figured in the news. None of the "old gang" is being given an official position, for obvious reasons. Chief organizer for outside-Germany organizations is Stollberg, a junior Nazi on Hitler's personal staff.

Hitler has held Stollberg in reserve for a long time and is understood to have personally trained him for underground work. On Germany's colaps Stollberg will organize headquarters in Switzerland.—New York Herald Tribune.

A translation of the New Testament, published in England, uses only 850 different words.

The first broadcast of London's Big Ben was made in 1923. 2596

War With Japan

American Naval Commanders Would Exclude British Navy

There exists among some top flight American naval commanders a deliberate desire to exclude the British Navy from helping us in the war with Japan.

Theory behind the desire, which has not received government sanction as far as the public can know, is that the British defeat must be avenged by an unaided American naval victory over Japan.

The concept will strike most Americans as being not only childish but criminal. The victories won to date around the world suffice for all purposes of national "prestige" without any such quixotic sacrificing of further American lives and wasting additional American resources.

The British have long been alarmed by this trend of thought. They wish to be consulted on any final settlement with Japan because of their own vast Oriental interests; they fear the inevitable repercussions in America if Britain declines if they do not help. It would be said here even that the English "let us down" after we had saved them.

For this reason the British are insisting upon a share in the final assault upon Japan.—Minneapolis Star Journal.

WAS WELL-EARNED

1st Canadian Army Deserved Rest After Lower Scheldt Battle

The 1st Canadian Army was withdrawn from the front line in order to secure rest and permit reorganization, after being in many hot spots since the time it landed on the beaches of Normandy and probably the hottest of all was that in which it found itself on the Lower Scheldt.

Correspondent after correspondent has made mention of the terrible conditions which the troops have had to endure as they proceeded methodically with their task of clearing the banks of the Scheldt of the different pockets of enemy resistance.

The terrain, however, is so much of the Low Countries is low-lying and frequently inundated. The only land lying above water has been the dykes along which many of the advances have taken place and which afford little, if any, cover for troops.

Canadians and other formations attached to the 1st Canadian Army have been fighting for weeks in water, hiding in ditches, advancing along exposed positions like dykes and causeways, making their way across canals and other water-courses and rarely being outside the range of enemy fire from strongly fortified positions.

Yet in spite of all this, the 1st Canadian Army has stormed objective after objective, driven the Germans out of fortifications after fortifications, and finally cleared both sides of the Scheldt and cleared the way for ships to steam into the great inland port of Antwerp.

Before this great test of Canadian courage and stamina, of course, the 1st Canadian Army had a great deal of other severe fighting on its hands. After the original landings, which were by no means unopposed, it had to contend with the very flower of the German army before it defeated at Caen and Falaise.

The Canadians have been in heavy fighting along the western front with little respite from the time they landed on the beaches of Normandy. Some of the most important responsibilities of the Canadian forces have been entrusted to them and they have met every one of them without flinching. In the course of these operations they have, of course suffered quite heavy casualties, but they have taken these in their stride and they have emerged from this test with a sound reputation for being amongst the best of the Allied storm troops—Brookville Recorder and Times.

PLENTY OF SEVENS

A numerologist ought to be able to make something out of this. John Longley, of Aledo, Ill., is 77 years old. He was born June 7, 1867. He has seven brothers and sisters, seven grandnieces in the armed forces and seven great-grandchildren. He lives in a seven-room house, owns seven farms and has been in seven hospitals for seven operations.

If we could extract all the salt in the ocean, it would form a solid 100-mile cube weighing 40 million billion tons.

Kittenish



"Gaumless," an orphan kitten found on the station, was adopted by members of the Women's Division quartered at a Royal Canadian Air Force station in Newfoundland. Here, Leading Air Woman Christine Berry, daughter of Mr. and Mrs. E. D. Berry, Ottawa, teaches her pet to drink milk from an eye-dropper. Pets of all description from kittens to kinkajous find their way into the hearts of R.C.A.F. personnel now serving from Bella Bella to Burns.

Aircraft And Ship Building Industries In India Have Made Large War Contribution

THE development of two new Indian industries, aircraft and ship building, during the five war years was revealed in a government statement. The aircraft industry started in 1941 with the completion of one aircraft by the Hindustan Aircraft factory, and has now developed into a network of 18 civil maintenance units besides a number of private firms all over India which make some 3,000 different airplane parts for the air forces in India, besides building a remarkable number of aircraft, it was stated.

The ship building industry in India at the outbreak of war was confined to small coastal and river craft. Today, it was revealed, there are 56 firms devoted to building ocean-going ships, employing 50,000 men. These have built more than 100 large ships during the past two years.

A directorate general of aircraft corresponding to the British Ministry of Aircraft Production, controls India's 18 civil maintenance units, the government's paper said. These are engaged in repairing Air Force equipment within India, as well as manufacturing a wide range of spare parts and equipment.

Although the planning of manufacturing aircraft has been difficult, the statement admitted, steps were being taken to overcome these difficulties. An officer on special duty has been appointed to England. It was revealed, to recruit technical personnel who can be appointed to responsible posts.

The shortage of skilled labor may soon be relieved by the scheme, recently introduced, to train available labor at technical training centres, the statement continued.

The actual assembling of aircraft in India, the total of which unrevealed by the government's statement, was undertaken by private firms which were also engaged in maintenance work.

The directorate general of ship building was created in India in June 1942 to control and expand the industry so as to help India meet the heavy demands put upon it by the war.

Workshops and shipyards have been expanded, several new firms were incorporated into the industry, and supplies were obtained from the United Kingdom and the United States.

The most serious problem, not yet fully solved, was the supply of trained labor.

Besides the 100 ocean-going ships built by Indian yards, 26,000,000 tons of shipping, including warships and cargo vessels, have undergone repairs in India, much of the repair work being of a kind never before undertaken in the country.

All of this expansion has been assisted by the government of India to the extent of almost \$3,000,000, the statement revealed.

Test Was Successful

Largest Plane Built In Canada Has 60-Foot Cabin

The largest multi-engined transport airplane ever built in Canada slipped lightly along the runways of Malton Airport, rose "like a feather" in the air and half an hour later had successfully completed its flying trials.

The flight, officials of Victory Aircraft, Ltd., manufacturers of the new giant York, said, was "100 percent successful."

Captain Capt. Ernest Taylor, chief test pilot, Co-Pilot Capt. Don Rogers and Flight Engineer Walter Duncan, the big machine cruised at 320 miles an hour at 5,000 feet and "will probably do 300 miles per hour at 12,000 feet," officials said.

The York has four motors similar to those used in the bombers, but was built "as a freighter rather than a bomber." It is a high wing monoplane, unlike the Lanc, which is a "midwing" ship.

Cabin dimensions of the new machine are imposing. The actual freight carrying section is 60 feet long and nine feet wide, and it was designed to carry a Hurricane fighter without the wings in place, "Victory officials said.

THE BAND PLAYED ON

A robot bomb landed in a park not far from the band stand where a military band was playing. The bomb uprooted all the small trees and stripped the leaves from the larger trees. One observer made a remark about the extraordinary effect of the blast. Another said: "What is more extraordinary is that the band has never stopped playing."

A GOOD SUGGESTION

At Albany, N.Y., Dr. Jan Papenek, minister plenipotentiary of the Czechoslovak Government, urged that the small European countries be given some of the industrial funds of Germany to enable them to become "the stabilizer in Central Europe."

296

Work With Guerrillas For Two Years



A "now it can be told" story was revealed recently when Ensign Edwina J. St. John, U.S.N.R., 21, Lapeer, Michigan, left, brought 2nd Lieut. Joseph F. St. John, right, 24, Philadelphia, back to U.S. lines at Leyte, the Philippines. When Beattie chuted to earth from his damaged navy FM-2 fighter plane, he landed near a guerrilla village where he found St. John, an army signal corps officer who had been working with Filipino guerrillas against the Japs for two years on Leyte and Mindanao islands. This is the first picture to be made of St. John since the story was revealed and he rejoined U.S. forces.

Hubby Meets Wife



If the photographer didn't have the soul of a heel he'd have quietly slunk away and left this couple to their sacred moment alone. But then the world would have missed a grand picture. It was the re-union of a husband and wife in the mud of France. The husband is Lieut. Richard K. Sunderbruch of Davenport, Iowa. Signal Corps photographic officer who was wounded in the battle of Aachen. The wife also is a lieutenant in the army nurse corps. She is assigned to an evacuation hospital behind the lines on the western front. This was their first meeting at the front.

Buy War Savings Stamps regularly.

Entire Chinese Family Riding The Rods



Typical of the thousands of Chinese civilians evacuated by train from Eastern China, where the Japanese are advancing, in this scene showing an entire family riding the rods, stoically. One member of the family seems to be ill, wrapped in a tattered blanket. None of the family has shoes. Their poor possessions are tucked around them. They consider themselves lucky, lucky not to have to walk thousands of miles.

Air-Sea Rescue Service To Be Used In The Pacific For Aviators Forced Down

EXPERIENCE gained by the air-sea rescue service in the European and Mediterranean war zones means that airmen forced down at sea in the Pacific theater will have increased chance of survival. Thousands of airmen including hundreds of Canadians, owe their lives to the Air-Sea Rescue Service of the Royal Air Force.

CHRISTMAS SEALS

By E. L. Ross, M.D., Medical Superintendent, Sanatorium Board Of Manitoba

Thousands of homes in Manitoba have received Christmas Seals, and almost every people associate these colorful stickers with the campaign against tuberculosis, perhaps there are some who do not know, even though they buy them just what Christmas Seals mean and what the proceeds from their sale accomplish.

Tuberculosis is a criminal waste. It is an unnecessary disease—for it is preventable and curable. Its prevention is based on the discovery of sources of infection at an early stage before the germs can be spread to others. Treatment begun early results in almost 100 percent cures. In spite of these facts tuberculosis costs Canada each year more than \$1,000,000 and Manitoba 360 lives a day.

May have lapsed into a carelessness belief that tuberculosis is "in the bag" and that it will soon disappear. Such is not the case. While the tuberculosis death rate has been cut 75 per cent, and today is seventh on the list of disease killers instead of first, as it was forty years ago, it still causes more deaths between the ages of 15 and 45 than any other disease.

The Provincial Government and the municipalities accept responsibility for the operation of the sanatorium—that is for treatment. The whole preventive programme—and eradication can only be accomplished by prevention—is financed by the sale of Christmas Seals.

Military History

Five Officers Of Canadian Women's Army Corps Admitted To Royal Military College

Creating Canadian military history, five officers of the Canadian Women's Army Corps have been admitted to the Canadian War Staff course (junior class) at Royal Military College, Kingston, Ont., Defence Headquarters announced. Previously only female officers of the Canadian army were eligible.

The three months' course will not be toned down because females have gained admittance. Study of all branches of the army, including training, administration and supply will be as rigorous as ever.

The C.W.A.C. officers, now on attachment in various parts of Canada, will report to R.M.C. Dec. 13. They are: Maj. F. E. H. Carter of Ottawa, at Camp Borden, Ont.; Capt. A. Jean MacLennan of Victoria, at Pacific Camp; Capt. C. G. McLean of Winnipeg, at Headquarters M.D. 10; Capt. Jessie Millar of Victoria, at Headquarters M.D. 4; and Lieut. Jane M. Johnson of Oshawa, Ont., at Headquarters M.D. 2.

At Russia's Request

Soviet Citizens In Liberated Europe Are Being Sent Home

Russia apparently has obtained Allied acquiescence to her demand for return of Soviet citizens rounded up in liberated Europe after forced labor in the German army or Nazi labor battalions.

The German Soviet war prisoners and civilians already have arrived at Murmansk from Britain. A Foreign Office spokesman said thousands of others would be returned as transportation facilities become available.

The question of what to do with these Russians—especially those captured with German troops—was at one point the subject of a dispute between the Soviet and British.

Foreign Secretary Eden was understood to have protested that some of the Russian troops, fighting side by side with the Germans, had offered some of the stiffest resistance the Allies had encountered.

Improvements in rescue equipment and techniques, learned from actual operation, have been exchanged by Britain, the Dominions and the other Allied nations, and compared with the particular problems of Pacific rescue work. Plans are ready.

The service, with many Canadians among its personnel, has been a British responsibility in Europe, Africa, the Atlantic and off Asia. Canada has patrolled her own coasts and the North Atlantic, while the United States has undertaken rescue work in the Pacific.

When British and the Dominions turn their weight against Japan, divisional air-sea rescue responsibility will be adjusted among the Allied nations.

In the east patrolling planes must have a long range and it is probable four-engined aircraft will be used more extensively than in the other areas. Flying boats rather than launches, may become the chief method of complete rescue.

Air-sea rescue officials must supply increased rations and equipment for "ditched" airmen out east who may have to spend long hours floating on, or in, the water before rescue. But he may be in less danger of enemy attack because of the distance from enemy bases and the warmer waters may permit longer endurance.

Over water surrounding Europe, now as through the years of war, serve as aircraft sweep the seas in search night and day vigil. They drop supplies, dirigibles and even fully equipped lifeboats to the drowning. They provide fighter cover where amphibious aircraft land on the water and complete the rescue.

Remember The Lesson

Germans Prepared To Wage War Again, Should Be A Warning

Listen to our enemies: "We shall wage war again." Captured German soldiers say it to their captors. It was broadcast by German radio to the boys of the Hitler Youth working on fortifications in East Prussia: "The time will come when we shall again be waging war and shall not allow war to be made on us." There is more in that than a cheer-up message to boys; there is a warning to us. We had to understand these Germans. Warned as we are, we must watch their every move. Once more having "won half the world by murder" and lost it again, they will come to us "with tears in their eyes, crying for mercy," and planning to cheat us. And then they will be as dangerous as ever. If we had remembered that lesson last time we should not have had to spend five bitter years in re-learning it.—London Sunday Chronicle.

This Week's Needwork



7256

So nice to come home to on a winter's day—these snuggly soft quilted boots are perfect for the cold weather—the perfect gift. Use gay colors.

Whether housewife or career girl, she'll welcome these quilted boots.

Send twenty-five cents in coins (stamps cannot be accepted). Housewife Arts & Crafts, 175 McDermot Avenue E., Winnipeg, Manitoba. Make sure to write your name and address.

Hippopotamuses can stay under water only about five minutes. Because of the slowness of the mail delivery of our patterns may take a few days longer than usual."

by Alice Brooks

INVENTOR COMPLETES CAR OF NEW DESIGN

Inventor Claims Automobile Will Run On Air And Vapor

If Frank R. Perry's newly designed automobile of the future ever goes into mass production, the post-war motorist will step on the air pressure instead of the gas, to sail along at 70 miles an hour or faster.

For the Perrymobile that the Los Angeles man has invented, he revealed is powered with compressed air and vapor from a greenish fluid whose components can be bought on the market for 40 cents a gallon and a gallon of the liquid is good for 60 miles.

Five years ago, the inventor conceived the idea for his machine, but it was only a few months ago that his first running model, built in his garage, was completed.

He has hit the highways for thousands of miles in the model.

Any good mechanician who can get the parts can build the car for \$400, he said, and Perry is willing to make his blueprints available to those wanting to build.

Perhaps some day after the war, mass production will bring the price down to \$250. But Perry isn't too optimistic that that day will come soon.

No carburetor, sparkplugs, distributor, coils, fan, clutch, gearbox or self-starter complicate Perry's car. A lever which combines throttle and gearshift functions, a brake and a trigger for running in reverse are the controls.

The car weighs only half that of a conventional passenger auto, and the engine weighs only 65 pounds, compared to 500 to 1,000 pounds in other cars.

Perry's description of his engine sounds simple. The secret fluid is vaporized in a boiler over burners which can use virtually any liquid fuel — butane, kerosene, distillate, diesel oil.

The vapor combines with compressed air to drive the pistons of the four-cylinder engine. A pump to the engine keeps a tank in the car full of compressed air. After the car has been idle, it can operate on stored compressed air until the boiler gets up vapor pressure.

Perry has dabbled with inventions for many years. He is now producing for the Government a carbon remover he developed for airplane engines.

Will Not Be Neglected

Women Of Malta To Care For Graves Of Canadians

Forty mothers of Malta, have pledged themselves to care for the graves of the 40 Canadians who lost their lives in the defence of Malta and lie buried in the second Great War Cemetery of the island-fortress. A link with Canada will be welded as the Maltese mothers correspond with the mothers or wives of the Canadian boys whose graves they will keep sodded green and provided with flowers.

Sponsored by the Maltese Society of Malta, the Women of Malta Association has formed a sub-committee to function on the island-fortress, giving assurance to the next of kin of Canadians buried there that the burial plot will never suffer neglect.

It is anticipated that the Maltese mothers will send photographs of the cemetery and graves to the next of kin in Canada.

New Process

Make Silk Stockings That Will Be Run-Proof

There is a new inducement to hasten the end of the war in the announcement that chemical treatment of fibres, developed in recent months for war uses, has already attained such a state of perfection that women can be assured their silk stockings will be run-proof when the new process is adopted.

In all due, the explanation goes, to a deposit of submicroscopic grains of sand or silica which prevents the fibres from slipping out of the positions into which they are knitted.

For the men, the same process means suits that won't wrinkle or wrinkle, that will never pick up a shine and will always retain their creases.

—Boston Post.

TRAINED FOR D-DAY

P.O. Don Bell, D.F.C., of Toronto, an observer who spent three years attached to the R.A.F.'s "dam buster" squadron, said in an interview at Toronto that the squadron knew the date of D-day for five weeks and trained five weeks for it.

All mankind according to certain ethnologists, can be divided into three kinds — woolly hair, wavy hair, straight hair.

Buy War Savings Stamps regularly.

CANADIAN RAILWAYMEN PUSH SUPPLIES TO FRONT

Canadian railwaymen who used to catch the highball sign that sent their loads of passengers and freight spinning along the line into every part of the Dominion are now catching the same sign in France as they push war material to the front.

Ever since historic D-Day the progress of the European invasion has been measured not only in the clash of arms at the fighting front but also by the transport available behind the line. In this involved, difficult, vitally important battle of supply the Canadian railwayman has played a highly significant part.

The men who make up the First Canadian Army Railway Operating Corps are nearly all ex-railroaders and it is a very exceptional case where a man can be found in this work who has not had previous rail-

way experience. From their years of hard work on Canadian lines they bring a vast store of expert knowledge that overrides the many difficulties confronting them in the all-consuming drive to get the goods to the front.

Old, battered equipment is repaired improved and fitted to carry out far more work than was ever intended for it. All day and all night the work goes on to keep them rolling. The men who put the sweat behind this effort claim that the tonnage which rolls over Canadian-operated tracks in Northern France is in exciting figures and in comparison with what they have to work with they are doing about four times the work done on Canadian railways.

A box car has no motionality and Allied war transport does not do well in rolling along in captured stock that only a few months ago was being used by the Germans to carry their

material to Germany and Italy. Here it has become a commonplace for Canadian railwaymen to make up a train containing box cars bearing the names of German cities such as Munich and Hanover, while here and there odd equipment, bearing a name in Italian, can be seen. French cars too have come in this travelling combined operation—for the information of old aunts one French box car still carries eight horses or forty men.

Along their part of the line the Canadians have established an operating system that rivals that of the best-run lines at home. There is an area where the locomotives are serviced and overhauled. All along the line, spaced with an average run of about ten minutes between each, are signal boxes. Here and there men who scan the trains as they pass by particularly looking for brake trouble or shifting loads—conditions which

the train crew might miss. If anything is found it is reported to the next block house, the train is stopped and checked over. At all times the block house man notifies the next block house of the oncoming train giving him the time at which it

For communications the Canadian section of the line uses a telephone system as well as teletype machines. These are operated by the Telegraph Operating Section composed of signalmen from the Royal Canadian Corps of Signals and working as part of the Railway Operating Group. By relay system, connections are also available all through the line along which the trains are being run.

So from supply dumps at recaptured Channel ports the tide of materials moves forward to battle. Canadian railroaders are right in their doing their best to give it a green light all the way.

SCIENTISTS HOPE TO EXTEND SPAN OF LIFE

Working On A Plan To Ensure Average Life Of 100 Years Or More

An international team of scientists who believe that few, if any, men have ever lived out their normal span of life held out hope that men and women of future generations may expect an average life of 100 years or more before senility and/or death overtake them.

These are no dabblers in rejuvenation or monkey gland experiments, but serious research workers whose investigations into the causes of premature old age have left them with the conclusion that death at the ages now considered normal actually is abnormal.

"Living to 55 or 115 isn't any rule-of-thumb affair. It is entirely pathological," according to one of the team's leading members, Russian-born Dr. V. Korenchovsky, who is working in a crowded little laboratory in Oxford University on a \$12,000 fund granted by Lord Nuffield to continue the experiments for the next three years.

With further advances in biology and bio-chemistry, he predicted, researchers will be able to determine just what it is in the make-up of individual bodies that kills one man in middle age while another becomes a centenarian.

"When we find the pathological reasons, it will be perfectly simple to insure normal life to well over 100."

Many of the scientists working with Korenchovsky are famous in their respective fields in Britain, the United States, France, Denmark and Switzerland, and they are distrustful of the possibility that their findings before definite results can be shown.

But since "definite" results may not be available for decades and even for centuries, they agreed through Korenchovsky to disclose some details of their approach to the problem they describe as "the accident of old age".

Kensington Lady

What She Said To The Warden Who Hammered At Her Door

This is a story about a Kensington lady in the old "blitz" period. A warden hammered at the door of a Kensington house late at night and when a slightly dishevelled lady appeared he asked her if there was any light in the room. "No," she said, "there's not a light—it's an incendiary bomb. And if you don't disturb us again my sister and I will put it out."

This is the best from a Kensington lady since the burglary case after the last war. The chief witness was a Kensington lady, who deplored "I heard a noise and a metallic sound, so I got up and went to the top of the star and called out. 'If there is anyone there, will he say what he is doing in this house?'" "Of course," she added, "I spoke in the third person."

Well was it said that Hampstead is as Hampstead does but Kensington goes by favor.—Manchester Guardian.

GEMS OF THOUGHT

LOVE ONE ANOTHER

Love is never lost. If not reciprocated it will flow back and soften and purify the heart.—Washington Irving.

Faith, like light, should always be simple and unobscuring; while love, like warmth, should beam forth on every side, and bend to every necessity of our brethren.—Martin Luther.

It is the very essence of love, of nobleness of greatness, to be willing to suffer for the good of others.—Spencer.

"Love one another, as I have loved you." No estrangement, no emulation, no deceit, enters into the heart that loves as Jesus loved. It is a false sense of love that, like the summer brook, soon gets dry.—Mary Baker Eddy.

Livin love is a sacred flower, which in its early bud is happiness, and in its full bloom is heaven.—Eleanor L. Hervey.

How shall I do to love? Believe. How shall I do to believe? Love.—Leighton.

COUpons BUY BOND

Thrift displayed in previous loans enabled a young Windsor woman to buy a \$100 bond in the South Victory Loan drive. Recalling she'd never clipped the coupons from bonds bought in previous loans, she did so, cashed \$51 worth the next day and bought herself another \$50 bond.

The numeral four is considered unlucky in Japan it means the same as "death."

Human Gun Turret In Action In Pacific



This Allied soldier in the South Pacific has buried his face against the blast as his companion fires the .30 calibre machine-gun which he totes, converting himself into a human gun turret.

BEST ATTAINABLE IMAGE
FROM DOCUMENT AVAILABLE

WORLD HAPPENINGS BRIEFLY TOLD

The Moscow radio said that 88 per cent. of the land "designated" for distribution among the peasants in liberated Poland had been handed out.

Life insurance companies in Germany are to ban all "suicide indemnities" because of the great increase in self-destruction.

R.C.A.F. authorities announced that Canadian airmen and airwomen overseas contributed \$4,776,500 to Canada's Seventh Victory Loan drive.

William Scully, minister of agriculture and commerce, in a house of representatives speech Australia's current drought a national disaster ranking with those of 1902 and 1914.

The estates of one of the richest men in pre-war Poland, Count Alfred Potocki, have been seized by the Lublin Committee of National Liberation and parcelled out to the peasants.

The Royal Air Force disclosed that French and Polish girl ambulance experts were among secret agents who parachuted from British planes into Southern France before the Mediterranean D-Day.

Britain will spend £250,000,000 (\$1,100,000,000) on food and other subsidies to stabilize prices during the current fiscal year, Ober Peake, financial secretary to the treasury, told the House of Commons. The government spent £190,000,000 last year.

Lawyers Are Puzzled

Cannot Figure Out How To Disband League Of Nations

How to disband the League of Nations is turning out to be something of a headache for international lawyers.

The knots that were tied in 1919 and 1920 to bind 42 nations together were tight knots.

The league has survived the failure of the previous peace and the fighting in this war to date and it seems probable that it may extend into the next peace period.

With Uruguay returned to other American Governments that the best way to organize the future peace would be to revitalize the league, international lawyers were not as surprised as many may have been who considered the old league a dead issue.

The league now has 45 member states including Uruguay. It has about \$15,000,000 in gold Swiss francs in the bank. It owns a \$30,000,000 home at Geneva. Throughout the war it has continued to collect dues and to function in some of its branches as an international clearing house for arbitration on labor, narcotics and so on.

Perhaps the highest complication about ever dismantling the league is the fact that more than 500 treaties operate through it and many of them, especially those concerned with health science, standardization of drugs and the like, play an important part in the day to day living of the world's civilized peoples.

The German Navy

None Of The Big Ships Did Anything

Really Heroic

Thus ends the story of Adolf Hitler's navy, paid for by the toll and the forced contributions of the German people, who put their faith in the tools of war to impose their will on the world. The Graf Spee, the Gneisenau, the Graf Spee and the Bismarck all had a run for their money. But when the Graf Spee, the pride and property of the people, was cornered in a neutral port, she was scuttled and forever lost to the annals of naval honor at the whims of the Nazi dictator. The Tirpitz's fate was not much more heroic; she fired her guns only to bombard Estonia. She was a symbol of the German people, their resources and energies diverted to serve the ends of their masters—Montreal Gazette.

Should Be Revised

One Face-Saving Formula Of Japanese Is Wearing Out

It takes more than seven years' unprovoked and bitter assault on a neighbor to shake honorable Nippon's complacent effrontry. "Japan does not." It was officially announced in Tokyo "consider herself at war with the Chinese people—only with the Anglo-Americans." Peaceful persuasion, as you might say, has been Japan's policy towards China during seven long and ferocious years. But one would have thought by this time that even Tojo would have seen that that face-saving formula was greatly the worse for wear. He should tell such tales to the horse marines or the Great Shrines. Manchester Guardian.



For Protection Of Salmon

This section of the mighty Fraser River, 120 miles east of Vancouver, is more than picturesque—it is the infamous Hell's Gate, where thousands of salmon are killed each year by the swirling currents caused by the deep stream being forced at high speed through a rocky, 110-foot-wide funnel. When the river is in flood it rises as high as 70 feet beyond the point to within a few feet of the spider-like bridge that hangs above the water, built by the fishery commission. The governments of Canada and the United States are spending something like a million dollars here to build fishways and prevent the annual estimated loss of five million dollars to the salmon trade. The sportsman in the insert may be having fun, but the fun becomes irksome for the four salmon taggers working for the fisheries commission. Last year they netted 9,000 salmon, tagged them and released them unharmed.

Witch's Stone

Offering Of Flowers Now Found Beside The Tombstone

All's well at Stouffville Green since the "Witch's Stone" was replaced. But the villagers can't explain offerings of flowers found each Sunday beside the two-ton tombstone.

No one is exactly anxious to maintain vigil beside the rock on a weekend in an attempt to gain explanation. It's enough in the words of W.J. Sykes of the St. Anne's Castle Inn, that "everything is quiet" and that the good citizens can rest in their beds without chills vibrating up and down their spines.

To go back a few weeks... supernatural things began happening after an American bulldozer demolished the century-old stone from its resting place at the crossroads. Tradition has it that the stone marked where a witch had been burned and buried.

A great boulder, which took two men to move, was found outside the Dog and Gun public house; chickens were discovered locked up in rabbit hutches while the rabbits gambolled in the garden; church bells chimed irregularly for the first time in history; 30 sheep and two horses were found dead in a field, and a bulldozer found his scaffold poles tumbled about like matchsticks.

A vigilance committee was formed, discovered nothing. A physical investigation showed that the parish council have the "witch's stone" restored to its exact spot.

Under cover of night and through use of a compass, the job was done. From that moment there have been no unearthly happenings.

But those flowers...

The British Navy

U.S. Opinion A Flash Of Humor In These Grim Days

A Washington despatch to the eminent Wall Street Journal relating to the British Navy will undoubtedly take front rank in unintentional American humor of the war. Said the Wall Street pundit:

"Britain's help in the sea war against Japan can be easily overestimated."

The British Navy depends on bases for refueling, carries its drinking water instead of distilling it from seawater and is inexperienced in using carriers against land-based planes. To be as effective as the U.S. Pacific force, it would have to be rebuilt and re-trained.

The situation causes little concern, however. The U.S. Navy is more than a match for the Japs, and British warships can be employed in short-range operations.

As a Good Neighbor we refrain from making an obvious retort that comes to mind. Wall Street is not the U.S.A., anyway. But the portrayal of the Royal Navy as a sort of auxiliary of the American fleet is a flash of humor in grim days."—Toronto Telegram.

Bamboo sometimes grows more than a foot a day.

Canadian Beef

United Kingdom Will Need It To Maintain Meat Ration

Beef supplies from Canada were essential to the maintenance of the United Kingdom's meat ration. Prime Minister J. J. Llewellyn told the British House of Commons in announcing an agreement between the two countries for sale to Britain of Canadian beef during this year and 1945.

Canada will supply a minimum of 50,000,000 pounds in each year and the United Kingdom will purchase a maximum of 112,000,000 pounds this year and 134,000,000 in 1945.

The minister's statement said if more was available the United Kingdom would be "glad" to take the additional amounts.

The noise of an airplane in the air is made almost entirely by the propeller blades beating on the air, not the motor.

THIS CURIOUS WORLD

Carrier Pigeon

Jap Pigeon Captured By Australian
Would Only Eat Rice

The Australian carrier pigeon service in New Guinea has its own prisoner-of-war—a fine, haughty fellow, who flourished in captivity and strutted like a peacock.

Described as a blue bar cock, the bird was captured by an Australian pigeon section serving with the Americans on Wakde Island, Geelvink Bay. For days he remained idly, scoring the Australian diet. He demanded rice, and got rice.

Gradually he was weaned to the Australian balanced ration, and soon his plumage, which was bedraggled and sparse when he was captured, blossomed like the rose. He has not worked for the Printers yet, and it is unlikely that he will be trained to do so. His earthly shell will be handed to a taxidermist and probably will be taken on the strength of the Australian War Museum.

Auditoriums, hallways, and the like.

Buy War Savings Stamps regularly.

Mechanical Power

It Is Ours To Use For Good Or Evil

Here's a remarkable statement by one of Britain's leading scientists. Speaking of the enormous increase of available mechanical power, he declares:

"All the mechanical power, wind-power, horse-power, water-power used in the England of Queen Elizabeth for a week would not equal that released in one moment by one 8,000-pound bomb."

Amazing power—unleashed by science!

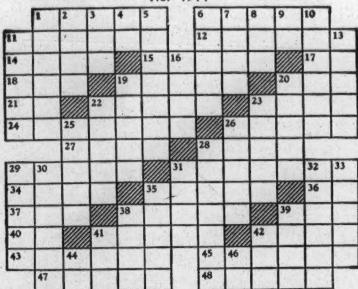
What a world it would have with the inventions and discoveries of Science harnessed to the constructive service of man.

And why not? Science can be used for forward civilization—or barbarism. And it is we who must choose.—Halifax Herald.

A certain vine from tropical Africa will cling to glass and set away the surface when planted beside a window.

x-x OUR CROSSWORD PUZZLE x-x

No. 4911



HORIZONTAL

1 Checkbone

2 Divisions

3 To expand

4 Archib: begin!

5 To bind

6 The dill

7 Beginning to ripen

8 Conjunction

9 New Zealand extinct

10 Abandoned

11 Alice

12 Babylonian

13 Ladies

14 Company

15 To declare

16 To bring together

17 Amphibians

18 Asylums

19 Imbued

20 Flowerless plants

21 Flowered

22 Avid

23 Secluded

24 Spared

25 Church

26 Considered

27 Chimney

28 Absconded

29 Hobbies

30 Fossils

31 Flowerless

32 Planes

33 Lavaflows

34 Forests

35 Flowering

36 Flowered

37 Grows wan

38 Dry

39 Young deer

40 Printer's measure

41 Crete

42 Cap

43 To bind

44 To look at

45 To seize

46 Colossal

47 Officials

48 Ale

VERTICAL

1 Pertaining to language of ancient Greeks

2 Ladies

3 Company

4 To declare

5 To bring together

6 Amphibians

7 Asylums

8 Flowerless plants

9 Flowered

10 Flowering

11 Flowered

12 Flowerless

13 Flowered

14 Flowering

15 Flowered

16 Flowering

17 Flowered

18 Flowering

19 Flowered

20 Flowering

21 Flowered

22 Flowering

23 Flowered

24 Flowering

25 Flowered

26 Flowering

27 Flowered

28 Flowering

29 Flowered

30 Flowering

31 Flowered

32 Flowering

33 Flowered

34 Flowering

35 Flowered

36 Flowering

37 Flowered

38 Flowering

39 Flowered

40 Flowering

41 Flowered

42 Flowering

43 Flowered

44 Flowering

45 Flowered

46 Flowering

47 Flowered

48 Flowering

49 Flowered

50 Flowering

51 Flowered

52 Flowering

53 Flowered

54 Flowering

55 Flowered

56 Flowering

57 Flowered

58 Flowering

59 Note of scale

60 Flowering

61 Flowered

62 Flowering

63 Flowered

64 Flowering

65 Flowered

66 Flowering

67 Flowered

68 Flowering

69 Flowered

70 Flowering

71 Flowered

72 Flowering

73 Flowered

74 Flowering

75 Flowered

76 Flowering

77 Flowered

78 Flowering

79 Flowered

80 Flowering

81 Flowered

82 Flowering

83 Flowered

84 Flowering

85 Flowered

86 Flowering

87 Flowered

88 Flowering

89 Flowered

90 Flowering

91 Flowered

92 Flowering

93 Flowered

94 Flowering

95 Flowered

96 Flowering

97 Flowered

98 Flowering

99 Flowered

100 Flowering

101 Flowered

102 Flowering

103 Flowered

104 Flowering

105 Flowered

106 Flowering

107 Flowered

108 Flowering

109 Flowered

110 Flowering

111 Flowered

112 Flowering

113 Flowered

114 Flowering

115 Flowered

116 Flowering

117 Flowered

118 Flowering

119 Flowered

120 Flowering

121 Flowered

122 Flowering

123 Flowered

124 Flowering

125 Flowered

126 Flowering

127 Flowered

128 Flowering

129 Flowered

130 Flowering

131 Flowered

132 Flowering

133 Flowered

134 Flowering</



OUR COMPLETE SHORT STORY

There's Something About Christmas

By MARY ROUNDS

McClure Newspaper Syndicate

Snow and sleet, and rain freezing on the windshield. It was Christmas Eve and Donna had been driving since early morning.

She set her teeth and stepped out again into ankle-deep slush. The wiper wasn't doing a thing to the heavy layer of ice. With her own special tool, made from a clothespin and an old safety-razor blade, she scraped a space that would stay clear for just about three minutes. Think goodness, it wasn't much farther to Aunt Jane's!

A two hundred mile trip was bad enough, but to have to drive the last few miles in that kind of weather was enough to wear down any girl. But Aunt Jane and Uncle Bill would be glad to see her, and if she could give these two dear old people a little happiness by spending Christmas with them, she supposed she ought to arrive in something like a cheerful frame of mind.

Sighing wearily, she climbed back into the car, switched on the lights and started.

It was growing dark when she crossed the old iron bridge and swung into Fayston. The town was bright with Christmas decorations. Strings of twinkling lights spanned the main street, making an arch as lovely as if made of colorful jewels. Children were laughing too, and Donna, in spite of aching muscles and cramped fingers, thrilled as she always did to the ageless beauty of "Silent night! Holy night!"

She drove slowly under the Christmas lights, then, with the music still echoing in her heart, turned off on to the narrow river road that twisted in and out among the foothills of Mt. Knox. Aunt Jane lived at Fay Corners, six miles farther on.

Donna remembered the crooked little road. It would probably be a solid sheet of ice. She wasn't mistaken. About a mile beyond the town when she'd just pulled her car out of a bad skid, a horn tooted impatiently and a splashy gray coupe careened past.

"Idiot!" she thought furiously, as the car scuttled around the next curve. "He won't get far at that rate!"

Two curves farther on, she came upon the coupe. Its wheels were headed toward the road, its top miraculously rested against a tree trunk, and its headlights pointed crazily heavenward.

Donna eased up alongside and rolled down her window. A masculine head appeared, with hale brown hair, nice brown eyes and good features, followed by a pair of broad shoulders, and gloved hands that thumped on the car door.

"Confound this ice!" The door swung open and the man grinned sheepishly. "This is the car I just passed, isn't it?"

HERE'S MY FEED PROBLEM . . .

Must young calves be raised on milk?

HERE'S THE ANSWER . . .

No feed "Miracle" Calf Meal and you'll save almost a ton of milk per calf. The sale of this milk means money, and "Miracle" Calf Meal raises calves at least 4 months earlier. That's a real saving on feed costs.

ASK FOR "MIRACLE" FEEDS!

Wartime Mapping**Valuable Charts That Cover Wide Areas In Northern Canada**

A complete set of aeronautical charts covering all the land areas of the world will be available to civilians in the post-war era if the actions of technical civil aviation conference is approved.

This development took place while top delegates of the "Big Three" powers, the United States, United Kingdom and Canada, worked toward a joint three-party proposal on an international agreement to set up a world aviation authority or council.

They sought a way out of a deadlock which results from British and Canadian insistence on a world authority with regulatory powers and American desire for a situation where only airlines to compete freely for traffic.

The sub-committee of the conference on standards for aeronautical charts is one of the groups of experts within the conference who have been making the bricks that go to build a world aviation structure while the top-level ministers and diplomats determine the form the structure is to take.

Into the making of the charts that cover Canada has gone the work done by the Canadian topographical survey, assisted by the aerial photographic operations of the R.C.A.F. The charting also provides maps of some Arctic and sub-Arctic areas which had never been mapped in detail before and the material for which comes from aerial photographic operations carried out by the United States Army Air Force since the start of the war.

Areas in other little-travelled parts of the world including Labrador, Greenland and parts of Africa also are shown on the charts as a result of the charting done by the European communities. Originally a feudal estate of the Holy Roman Empire, it was sold in 1323 to Brabant and passed later into the hands of William I, first stadholder of the Netherlands. It was captured twice by the Spaniards, once in 1581 and again in 1625, but was recaptured in 1637 by Frederick Henry of Orange and in 1648 it was finally ceded to Holland by the treaty of Westphalia. The French also captured it twice, in 1783 and in 1795, but in 1913 the citizens of Braga again made themselves masters of the town. Two peace treaties were negotiated there by England, France, Denmark and Holland, one in 1667 and the other in 1746-47.—Sault Daily Star.

Has Tangled History

Processing Sugar Crop**Two Alberta Provinces Expect to Turn Out 110,000,000 Pounds**

Southern Alberta is pouring about 1,000,000 pounds of sweetness daily into the sugar bowls of Canadians as processing of the most valuable crop of sugar beets ever grown in the province continues on a round-the-clock basis at both the Raymond and Picture Butte factories.

Each factory is processing about 1,000 tons of beets daily and the factory campaigns are expected to extend well into January. Both factories started operations late in September, shortly after harvesting of beets started.

Harvesting of the crop of 335,000 tons of beets from 29,000 acres was completed early in November and sugar extraction from the crop is expected to approach 110,000,000 pounds.

Bets going through the processing plants are averaging 18 per cent in sugar content and the general feeling is that growers will receive in the neighborhood of \$1.50 a ton for their 1944 beets.

Dutch Town Of Breda Typical Of Many European Communities

The story of Breda, the Dutch town which was freed by the British from the Germans, is otherwise, typical of the tangled history of the European communities. Originally a feudal estate of the Holy Roman Empire, it was sold in 1323 to Brabant and passed later into the hands of William I, first stadholder of the Netherlands.

It was captured twice by the Spaniards, once in 1581 and again in 1625, but was recaptured in 1637 by Frederick Henry of Orange and in 1648 it was finally ceded to Holland by the treaty of Westphalia. The French also captured it twice, in 1783 and in 1795, but in 1913 the citizens of Braga again made themselves masters of the town. Two peace treaties were negotiated there by England, France, Denmark and Holland, one in 1667 and the other in 1746-47.—Sault Daily Star.

They Get Homesick

You'll enjoy our
Orange Pekoe Blend

"SALADA" TEA

New British House**Stuck To Their Job**

Princess Elizabeth Will Have Special Gallery According To Plans

Plans are complete now for rebuilding the House of Commons, damaged by bombs on May 21, 1941. The cost, if the House finally approves the present rebuilding scheme, will be about \$5,000,000 over a period of six or seven years.

In the new House, Princess Elizabeth is to have her own special gallery, facing the Speaker. This is a departure from precedent, due to the fact that the heir to the throne is a woman. In the old days the first seat in the peers' gallery immediately over the clock was reserved for the Prince of Wales on important occasions, but the chamber of the Princess will be able to enter her gallery by private elevator and by a special entrance. No ceremony will be attached to her visitation.

The proposed new chamber was designed by Sir Giles Scott. It will occupy the site of the old one, will be the same size but will have an up-to-date system of lighting and ventilation and will provide more accommodation for the public and the press.

They Get Homesick

But Nurses Of R.C.A.M.C. Overseas Are Sticking To Job

The nursing sisters of R.C.A.M.C. are doing a "tremendous job" overseas and can't get up to the forward battle areas often enough to suit them. Lt.-Col. Agnes Neill, overseas matron-in-chief of the nursing service, said.

"I'm proud of every one of them," said Col. Neill, who comes from Peterborough, and added in an interview: "They're doing a tremendous job and they're always cheerful and bright about it, although I'm sure at times they're just as homesick as any other Canadian overseas."

Buy War Savings Stamps regularly.

Magnificent Work Of Wrens Of The Dover Command

Shell-fire and flying-bomb attacks on Dover turned what was previously a dangerous job for the Wrens of the Dover Command into one of the most hazardous tasks of the war.

I learned their story in a naval machine shop in the forefront of "Hellfire" country. The shop was crammed with racks of live torpedoes. The "Torpedo Wrens," as the girls whose job it is to overhaul the torpedoes are known, were working as usual, testing the torpedoes, cleaning and greasing them, and loading them by crane on to waiting trucks. This vital work never stopped, even during the fiercest bombardment of the area.

A single shell-splinter, I was told by an R.N. officer, would have been sufficient to have sent "the whole works sky-high". But the Wrens never faltered. They were magnificent," said the officer. They refused to take cover, except on one occasion when they were ordered to do so, and then they returned to work within 10 minutes.—Leeds Yorkshire Post.

The average amount of electricity in a lightning flash is far less than the amount that can be charged into a storage battery.

British Consols Cigarettes

PIPE TOBACCO CIGARETTE TOBACCO

Buy War Savings Stamps regularly.

Even When The Cake Is Total Flop Manufacturer Guarantees Product

The hubby who went after the flour and baking powder manufacturer when his birthday cake came out flat, proves that there is protection in a brand name

Will the manufacturer of a brand name product protect his brand name? Has he should that product not live up to advertised claims? A story related to "Marketing" proclaims loudly and confidently that he will.

It seems that the day down-towner runs the store, and at home in the apartment kitchen with the oven heated, it was an inferno. But the housewife had a special surprise in store for him. It was his birthday, and he was planning to make a special cake which his soul loves. Working to a tried and true recipe, he added sifted flour without a fear, she laid out the ingredients, including—baking powder and—cake flour.

When completed, just right, the cake was put to bed and the housewife mopped her streaming brow. When the oven door was opened the end result did not look like a pancake. It was as flat as fat. The clock registered time for a second try, so the lady rallied and began to over and over with the tried recipe, she laid out the ingredients, including—baking powder and—the cake flour.

Hubby arrived tired and sticky to "Marketing". "I've been baking up a special cake for my birthday," he said. "It was a flop, and it was as flat as fat—fatter than the first. The tearful story was told. Hubby knew from 43 years' experience that his wife had the secret to a good cake, and he turned to the manufacturer of the powder, asking for his comments PDQ. Included in the package were three samples of the flour, which he bought within the last eight months. Incidentally, we have used this brand for more than 35 years.

There was immediate action. Telephoned carried apologies. A city traveller came with a new tin of baking powder, and a refund for the difference in price plus payment for the wasted ingredients.

The manager expressed thanks for having had the trouble brought to his attention, and asked him to his laboratory, where he showed him the labels showed that the baking powder the housewife had used was of poor quality. "In other words, the quality was in the package," third, they were really grateful for the opportunity to remove any possible damage to their reputation.

The manager's laboratory had the secret code word, and the quality was in the package. "The quality was in the package," third, they were really grateful for the opportunity to remove any possible damage to their reputation. "We shall appreciate your wife's kindness in purchasing our product in smaller quantities, so that the cost of obtaining over-age baking powder will be diminished," wrote the division sales manager. He concluded his letter with these words:

"It's MY birthday cake!!"

Please accept our sincere appreciation for your kindness in drawing this matter to our attention, as we have the opportunity of correcting any complaints against any of our products because, as you know, we are very anxious to protect our reputation for our products.

"What interested me most," said "Marketing's" informant, "was the instant recognition of both firms concerned that the fault was in the advertised brand name of their products being protected at all costs. First, they saw I was satisfied; second, they saw I was angry; third, they saw the quality was in the package."

"They were really grateful for the opportunity to remove any possible damage to their reputation," he said. "It struck me that you can't get this protection from maverick or unknown brands most of which are selling now only because they are advertising their advertised products. My wife and I have proven once more that the firms who advertised are the firms who sell the best goods that are most economical to advertise. You will be glad to know that the next cake was a wow!"—Reprinted from "Marketing" for November 1st, 1944.

SELECTED RECIPES**NAVY BEAN CHOWDER**

1 cup cold water
3 cups white navy beans
1/2 cup salt water
2 tablespoons salt pork or bacon (cut in small pieces)
2 tablespoons onion (optional)
1/2 cup diced ham
2 cups dried split-molded fat
2 tablespoons flour
2 cups milk
Salt and pepper to taste
Parsley

Pick over, wash and soak beans overnight in cold water to cover. Drain, add salt water and salt pork or bacon, add onion and brown. Combine with beans. Add potato. Simmer 15 minutes. In a large pot, add beans and potatoes. Add flour gradually and add milk, stirring constantly until thickened. Cook 10 minutes. Add to beans. Season and serve sprinkled with chopped parsley. Six servings.

FOR AIDING ALLIES

Four thousand civilians, mostly women and children, were killed by the Germans in Athens for aiding the Allies, the British radio declared in a broadcast. One victim was a 1-year-old girl who wrote on a wall, "Welcome to the Allies", London added.

Jupiter, largest of the planets, could contain 1,300 bodies the size of the earth.

Crossfield Chronicle —
W. F. McLELLAN, Editor
HARRY MAY, Associate Editor
Crossfield, Alberta
Published every Friday afternoon.
Subscription Rates: \$1.50 per year; 50¢
extra to the United States.
Classified Ads: \$25 per Sae. Lots
Wanted, etc.: \$6 for first insertion; 25¢
additional insertion; 4 insertions
for \$1.00.

FRIDAY, DECEMBER 8th, 1944

Winter Care of Horses

Horses that are to run outside for the winter should be turned out at night when the temperature there will develop a good coat of hair to protect them from the cold. If they tend to lose weight as the winter advances, it is advised to turn them out, preferably with a light flax, once a day. When there is plenty of snow, horses will be much better without than other than other livestock. Nevertheless, even horses will do much better if they have access to water than if obliged to depend on snow.

Before turning turned out, their teeth should be examined and those that require it should be filed. Their feet should be checked and shod in common with all other classes of livestock.

The Americans said they awaited reports of experts named by the American Bankers' Association, the New York State Bankers' Association and the Foreign Trade Council.

Likewise the complacent attitude toward cartels was shared by the confederate ministers to Britain's influence. The Americans were remiss, however, in not being consistent in their championing of free enterprise. They maintained that salt should be mixed at a time as the iodine tends to leach out. Block salt should not be used because the horse will eat smooth salt when placed alongside what they did not say about cartels.

British delegates appeared to think that the American white paper on "employment policy," which received last May, in which the British government abandoned its wartime commitment to itself to a planned economy to insure a high and stable level of employment after the war.

Rotterdam's Port Wrecked By Nazis

(By E. C. Daniel in the New York Times)

London—Defenseless Rotterdam, deliberately subjected to German terror bombing after it had been declared an open city in May, 1940, now has had its port, the second largest in Europe, systematically ruined by German demolition crews.

News of the completion of the destruction of the port reached the Netherlands Government here recently. The damage is estimated at nearly \$500,000,000.

About 12,000 Nazi demolition workers, commanded by Elite Guards who attempted to fight firefights set by port authorities of persons evacuated from the areas of Rotterdam marked by the foe for destruction, returned to find their work unchecked by experts. Many were killed by time bombs in the wreckage.

Underwater time bombs destroyed the piers. Ships were tumbled into the water and buildings collapsed as the foundations of the piers were blasted away.

Ships under construction at Rotterdam were sunk to block the harbor. Great gasoline tanks, tanks, weapons arsenals, storage warehouses of the Holland-Amerika Line were blown into the waters of the Rijnhaven.

The port's largest drydock was blown up to block the entrance to the Maashaven. The Piet Smut drydock buildings and the Burger Hout aluminum factory caught fire. The long wharves of the Swartouw foundry subsumed into the Waalhaven.

After the first series of demolitions, demolition experts repaired the damage and set new charges to blow up any installations left.

Reports reached London a month ago that the Germans were planning to destroy the port and ship it to the Allies, who in the meantime have gained use of the vast harbor of Antwerp, with a greater freight capacity than that of Rotterdam.

V

The Saga of U-570

In case the Germans still are wondering what happened to their submarine U-570 in August, 1941, here is the story according to this:

The sleek new vessel fitted out with all the latest secret equipment, was captured by the British and hoisted up by the flag of the Royal Navy to hunt down more German submarines.

It had several successful engagements, downing six U-boats and scored hits on several ships the Admiralty disclosed in London recently.

The submarine renamed the "Graph," was captured after a depth charge attack by Hudson aircraft of coastal command patrolling from Iceland. The submarine was seized and ran up a white flag, which subsequently was found to be the captain's shirt. The submarine had suffered some damage and was essential alterations were necessary, but a picked crew had to undergo special training to handle it.

Household Hints

Clean an electric iron with a dry cloth. After using, let it cool—and remove any starch with soap and a damp cloth. Never water or dampen an iron. When hot, iron it on a soft cloth in a box, to prevent the sole plate from being marred or scratched.

U.S. and British Clash at Rye

(By Allen Haden in the Chicago Daily News)

Washington, D. C.—M. M. Gousov, the Russian observer, smiled and said nothing. The British delegation provided the core of arguments against the government-controlled economy, carists and the question of whether individual enterprise and competition will survive at the Rye international business conference.

The British, who appeared fearful of being swamped in international markets by the United States, argued with the Americans during the nine-day session. Two instances serve to illustrate the conflict.

The report of the committee on price control produced a British-British draft, which never mentioned "competition," and provided an American definition of "unreasonable or unjust" conditions are imposed on a tenant.

V

Investment and Finance

On international financial investment as finance, the British emphatically endorsed the Bretton Woods proposals for an international bank of reconstruction.

The Americans said they awaited

reports of experts named by the American Bankers' Association, the New York State Bankers' Association and the Foreign Trade Council.

Likewise the complacent attitude toward cartels was shared by the confederate ministers to Britain's influence. The Americans were remiss, however, in not being consistent in their championing of free enterprise. They maintained that salt should be mixed at a time as the iodine tends to leach out. Block salt should not be used because the horse will eat smooth salt when placed alongside what they did not say about cartels.

British delegates appeared to think that the American white paper on "employment policy," which received last May, in which the British government abandoned its wartime commitment to itself to a planned economy to insure a high and stable level of employment after the war.

V

Victory Bonds

Life insurance companies, with

subscription to the Seventh Victory Loan close to \$170 million, have passed the \$1 billion mark at \$1,120 million for total investment in war and victory loans since the war started.

V

FEEDING STEERS

To convert a steer steer into a properly finished animal when fed in dry lot requires about 45 bushels of grain and 100 pounds of hay.

J. P. Sibley, of the Department of Agriculture, Science, University of Alberta, advises that barley is superior to oats in putting gains on cattle, and that when barley is fed more liberally when cattle are first put on feed. By the time they have been in the feed lot two months, the gain per head has given best results is three parts barley to one parts oats. Yearling steers when on full feed will consume from 12 to 15 pounds of grain per head daily.

V

Horizontal Wells

Horizontal drilling for oil, deep under ground, is a new method to recover additional oil from partly depleted fields after the old methods have failed. The holes radiate like the spokes of a wheel from a center point, or the shaft from the surface. In a partly depleted 400-acre oil field in Western Pennsylvania, the first commercial horizontal well was drilled.

Because the British-American can there is no government of awareness that as Britain goes so may the world. Britain today sits midway between the American free enterprise system and the Russian-led planned economy system.

V

GOODYEAR

Horizontal drilling for oil, deep under ground, is a new method to recover additional oil from partly depleted fields after the old methods have failed. The holes radiate like the spokes of a wheel from a center point, or the shaft from the surface. In a partly depleted 400-acre oil field in Western Pennsylvania, the first commercial horizontal well was drilled.

Because the British-American can there is no government of awareness that as Britain goes so may the world. Britain today sits midway between the American free enterprise system and the Russian-led planned economy system.

V

Population of Canada

(Ottawa Journal)

The population figures of this country are rather interesting. In the provinces, Canada, outside Quebec, the English-speaking section is in the majority except in the two Prairie Provinces. Highest in the percentage of English-speaking is the Island province of Prince Edward Island, with a population almost entirely of British origin, namely, 83 per cent. Next comes Nova Scotia with 77 per cent, then Ontario, with 76 per cent, the balance being largely French-Canadian on the Quebec border. New Brunswick is 60 per cent English-speaking, while Newfoundland is 49 per cent French-Canadian. British Columbia has 70 per cent of English-speaking stock. Manitoba over 50 per cent, and the remaining two prairie provinces, Alberta and Saskatchewan with nearly 50 per cent and Saskatchewan with only 44 per cent of British strain.

V

Osman a Hardy Crab

With dozens of new and tempting crabapples to choose from, the Dominion Experimental Station at Borden, Ontario, still prefers the Osman and the older varieties as under test.

This variety has a good reputation for hardiness and yield and one tree planted in 1922 has averaged 157 pounds of fruit per annum in the last seven years. Its 1944 yield was 245 pounds, but dry weather and the excessive load of fruit reduced the size of the fruit sufficiently to make it slightly unattractive in appearance, especially when displayed with imported fruit. Nevertheless, it carries the extra flavor and color which makes it so appealing to the housewife. Thinning of the fruit may be advisable.

Osman is one of the hardest crabapples. Its bloom is exceptionally attractive and its general appearance makes it fit for any garden or orchard.

Like other varieties, though, it must be protected from injury by rabbits and birds. It is particularly fond of shrub form, winter-killing and sunscalding can be avoided.

Osman is one of the hardest crabapples. Its bloom is exceptionally attractive and its general appearance makes it fit for any garden or orchard.

Like other varieties, though, it must be protected from injury by rabbits and birds. It is particularly fond of shrub form, winter-killing and sunscalding can be avoided.

Osman is one of the hardest crabapples. Its bloom is exceptionally attractive and its general appearance makes it fit for any garden or orchard.

Check Rent Control

It is now unlawful to charge or demand payment of commission or reward from tenants, collect more than one month's rent in advance, or to sell or rent furniture to them unless paid in full by the lessee, as determined by the rentals appraiser, the War Prices and Trade Board states.

Announcing the new regulations, Owen Lethbridge, rents administrator, said: "We intend to stop practices which have never been customary in leasehold transactions and which are designed to evade rentals regulations." To prevent any new racketeering, the rentals administrator is now authorizing the use of such restrictions as "unreasonable or unjust" conditions are imposed on a tenant.

V

BIG TRANSPORT PLANE IS BUILT IN DOMINION

The largest multi-engined transport aircraft ever built in Canada successfully completed its first test flight yesterday morning at Malton, Toronto. Officials of Victory Aircraft Ltd., the manufacturers, described the flight as "100 per cent successful." The plane is a twin-motorized York transport and was built "as a freighter rather than a bomber." A high-wing monoplane, it weighs about 80 tons and will carry "at least 19 tons of freight."

V

CARMOSE SETS RECORD FOR BLOOD DONATIONS

Carmona, and districts, have contributed the largest number of blood donations in one year since the Mobile Clinic began. In June, at the first clinic, there were 119 donations and a comic sold last week there were 482 donations.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

INSURANCE SETS RECORD FOR BLOOD DONATIONS

Carmona, and districts, have contributed the largest number of blood donations in one year since the Mobile Clinic began. In June, at the first clinic, there were 119 donations and a comic sold last week there were 482 donations.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory

Loan close to \$170 million, have

passed the \$1 billion mark at \$1,120

million for total investment in

war and victory loans since the

war started.

V

YOUTH BONDS

Life insurance companies, with

subscription to the Seventh Victory